

21st Coupe d'Europe de Montgolfières
26th Ladies World Cup Trophée Masashi Kakuda
Mainfonds-Aubeville August 1st to 4th 2019

LA GENETOUZE – 01.08.19 - 1700h GENERAL BRIEFING

1. GENERAL INFORMATION

REFUELLING and PROPANE SAFETY

Refuelling is located in Blanzac alongside the competition centre.

To access the refuelling area, proceed from Carrefour Market, over the bridge on the River Le Né ; 1st right. Follow the one way street, drive slowly. Stop at intersection of the access road and the road to Barbezieux. Follow safety officer's instructions. Please do not drive on grass verges and do not stop/park on the bridge.

MAXIMUM 2 persons per team within the refuelling area. Mobile phones must be turned off (or left in vehicles). Wear gloves and clothing covering arms and legs. Cylinders may only vent gas whilst refuelling. No metallic tools at the refuelling point.

SAFETY PHONE NUMBER 0033 (0)5 45 64 10 52 (landline). Please use this number as first choice .

In case of urgent need you may use +33 (0)6 86 726 526 (Director), or +44 7711 181812 (Deputy Director) for information or support. Mobile phone coverage is quite often weak in the area, including around Chez Charron.

RADIO COMMUNICATION

Competitors must listen on VHF frequency 122.250 for safety matters during the whole flight. Competitors may ask their crew or other competitors for a clearance before climbing on 122.250.

NEW RAIL LINE (LGV)

The high speed railway line (LGV) is active. Participants will find that some roads which traverse the new line have either been closed or a diversion has been created. It is also possible that potential goals have been removed. The route of LGV had been approximately drawn on the competition reference map. Pilots should transfer this new information to their maps.

VEHICLE PARKING

There is a strict **no parking zone** alongside the Vieux Chais on the roadside which goes to Barbezieux (D5). Parking is however permitted at any time in the Vieux Chais car park, and at night time (only) in the Carrefour car park nearby.

2. REMINDER ABOUT THE RULES

II.10 RECALL PROCEDURE (10.15)

This will be defined when/if necessary at the task briefing. An SMS system will be used, and a reminder given at the task briefing if likely to be used.

II.13 & 5.10 OFFICIAL NOTICE BOARD

At entrance to the briefing room in Coteaux de Blanzacais building, called le Vieux Chais.

An electronic noticeboard will be available via the Mainfonds 2019 website at: <http://www.mainfonds.com/epreuves-et-classement/> . This is NOT the official noticeboard, and is to be used for information only.

II.16 FLIGHT CREW / LADIES WORLD CUP

This competition is dedicated to women pilots: men on board their balloons are not permitted except by individual written request to the Event Director where the pilot testifies that her male passenger(s) never achieved a balloon pilot license. Such declaration must be handed to the Director before the start of task briefing. Infringement of this rule will incur a penalty of 100 task points.

II.17 & 6.10 GPS HANDLING

Map datum is UTM/WGS 84 for the whole competition area.

Each competitor will be given a logger for each flight (Canmore GT-730): *there will be a demonstration during the GB.* The competitor will switch on the GPS during inflation. The GPS must be attached to the basket on one of the poles using the Velcro tape attached to the GPS logger..

After landing, the GPS must be switched off and never switched on again. It must be brought back to the competition centre as soon as possible (well before the end of the search period), with retained markers and Flight Report Form.

Competitors are responsible for their allocated GPS from the task briefing until return to the Competition Centre. Time interval of loggers is set to 1 second.

6.13.3 Note : In the event that the official logger was to fail, the pilot's own GPS may be used under the following conditions:

1. If the GPS is regulated to register at 1 second interval.
2. If the pilot can supply the connection cable for his/her GPS.
3. If the Competition Director/his staff are able to recover the flight data.

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7.1 CONTEST AREA

Horizontal Limits Limits of the 4 maps: La Genétouze, Mainfonds, Angoulême, Jonzac.
 Max Vertical limit FL060.

7.3 P.Z.

All Airspace over FL 060 is **Blue PZ**.

Controlled airspaces (see assembly map) are PZs:

TMA 5	Limoges	E class	4300 / FL115	Blue PZ	Angoulême	118.075
TMA 4	Limoges	E class	2300 / 4300	Blue PZ	Angoulême	118.075
CTR	Cognac	D class	Ground Level / 1500	Red PZ	Jonzac Nord	122.550
CTA	Cognac	D class	1500 / FL065	Blue PZ	Jonzac Nord	122.550
TMA 6	Aquitaine	E class	4500 / FL065	Blue PZ	Royan	120.575
TMA 5	Aquitaine	D class	FL065 / FL145	Blue PZ	Jonzac Nord	120.575
TMA 3.1	Aquitaine	E class	4500 / FL065	Blue PZ	Jonzac	120.575
TMA 3.3	Aquitaine	C class	FL065 / FL145	Blue PZ	Jonzac Sud	120.575
TMA 2.2	Aquitaine	C class	2500 / FL145	Blue PZ	Jonzac Sud	120.575

Other P.Zs

1.	Red PZ	7047/3552	Ventenot	Radius 1500m	1500 ft	Cattle
2.	Red PZ	6675/4080	Les Perrucauds	Radius 500m	1000 ft	Farmer
3.	Red PZ	3270/4220	Aubeville	Radius 500m	1000 ft	Horses
4.	Red PZ	6710 /5045	Les Mongeries	Radius 1000m	1000 ft	Equestrian centre
5.	Red PZ	2340/2120	Buissonet	Radius 1500m	1500 ft	Zoo
6.	Yellow PZ	7875/4900	Les Naulets-Les Fayards	Radius 1500m		No take-off, no landing
7.	Yellow PZ	7130/4400	Chez Guignée	Radius 500m		No take-off, no landing
8.	Yellow PZ	2835/2700	Toutvent, Chillac	Radius 1000m		Farmer
9.	Red PZ	2650/1150	Chez Seynat, Fouilloux	Radius 600m	1000 ft	Ducks
10.	Yellow PZ	7000/4900	Claix	Radius 1000m		No take-off, no landing
11.	Red PZ	7930/5322	Chez Besson	Radius 300m	1000ft	Horses

8.1 TASK PROGRAMME

The last competition flight will be set on Sunday August 4th evening.

9.1 Common launch points (CLP)

La Genétouze (near Martron)	30T	2798 / 1360	335 ft
Chez Charron	30T	3425 / 4432	220 ft
Angoulême	31T	7732 / 5969	092 ft
Jonzac	30T	0131 / 3998	120 ft

10.5, 10.8, 10.1.3 & 10.2 BEHAVIOUR, COLLISION, MID AIR COLLISION and DANGEROUS FLYING

If a balloon touches any built structure (wall, roof, lines, etc) or trees, then the pilot must record it on his flight report form. Every failure to declare will earn a penalty by up to 1000 competition points. (Rule 10.5) Today's balloons in competition multiply the risk of collision through their increased capacity for vertical speed of movement. In the event of a collision in flight, the upper balloon will, a priori, be considered responsible until such time as it is possible to prove otherwise through analysis of the flight logger track points. Any pilot thereby proven responsible for a collision in the air or on the ground, no matter what the material or human consequences, will be penalised up to 1000 competition points in the first instance. He/she may also be banned from flying any further in the competition, and referred to the civil aeronautical disciplinary commission if his/her behaviour as a pilot is considered particularly dangerous. (10.1.3).

10.5, 10.10 & 10.11 BEHAVIOUR & ground crew & driving

- No parking at less than 100m from a crossroad.
- Never stop on the road. Park vehicles on soft verges.
- Comply with speed limitations on the roads. Beware of automatic speed cameras.
 - 110 kph on dual carriage way road (N10 or D910)
 - 80 kph on other roads
 - 30 or 50 kph in villages and towns..

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12.5 TARGET
White cross, 10m x 1m.

12.14.1 SEARCH PERIOD. FLIGHT REPORT FORM (FRF)

Each competitor including fiesta pilots must ensure they obtain a flight report form (FRF) before each flight. This flight report form must be brought back before the end of the search period to the competition centre in Blanzac after the flight, unless otherwise indicated on the task data sheet. Penalty for infringement is 100 task points in first instance, 200 task points in second instance and 500 competition points on the third occasion.

12.15 LOST MARKER

Competitors have to find their markers when dropped out of the marker measuring area (MMA), or when fallen in crops inside the MMA. Any marker dropped in an MMA will normally be measured by the measuring team.

Valid markers dropped inside the MMA will be searched for by crew only in the presence of an Official. Competitors must ask for assistance from the measuring team if they want to make sure their marker has been seen and measured.

Any marker not dropped, and any marker dropped outside the MMA must be brought back by the competitor to the competition centre after the task within this rule's time limits. In case of lost marker, a spare marker will be given for the next flight only when the pilot pays 20 euros for the lost marker.

14 RESULTS

Two rankings will be set: One for all pilots entered in Coupe d'Europe,
One for Ladies entered in Ladies World Cup.

3. SUPPLEMENTARY OPERATIONAL REQUEST

Please ensure that loggers, any unused markers and (FRF) Flight Report Forms are returned **promptly** as follows:-

Mornings: To the competition centre in Blanzac by 11.00 unless otherwise informed in the flight task sheet.

Evenings: To the competition centre in Blanzac by 23.00 unless otherwise informed in the flight task sheet **except on Sunday evening (4 August)**, when they must be returned to the VIP/operations tent on the launchfield at Chez Charron, (Mainfonds) before 22.00.